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Eugene L. Vidal

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FEDERAL-STATE COOPERATION

EUGENE L. VIDAL*

I appreciate this opportunity to participate in the round table discussion of State-Federal Cooperation in aviation scheduled by the National Association of State Aviation Officials. At this time I prefer to generalize but briefly since the Bureau of Air Commerce is represented here today by various of its unit officials who will later discuss in detail beneficial methods and types of cooperation between the two organizations.

Why should there be a discussion of cooperation between the States and the Federal Government at this time? There are several reasons, in addition to the natural desire and necessity of cooperation between States and the Government in any line of endeavor.

In the first place, steps towards closer cooperation should be expedited because private and miscellaneous flying, with all its attendant phases, once more is experiencing a rapid growth. During the past few years, new licenses in the form of student permits, have increased from some 8,000 to approximately 27,000. Manufacturers of light planes this year have almost doubled their production over the same period last year. Hundreds of municipal airports are being constructed or improved. Next year holds forth a promise of even more extensive private flying activities. In fact, the next development to expect is the introduction of mass production of private aircraft. Thus, in order that we may keep pace with such increased activities, we must combine our efforts and facilities.

It appears inevitable at this time that a near future cooperative study covering future regulation and promotion of other than interstate air commerce should be consummated. The contemplated growth of this phase of the industry will naturally develop a most serious and practical problem for the Bureau of Air Commerce in its present efforts to provide facilities for enforcing regulatory measures for the private flier and his airplane. This problem can only be solved with open minds and an unselfish motive. I personally feel that the Federal Government will be forced to rely more and more on the States for performing functions of an intra-

* Director, Bureau of Air Commerce.

state nature. Because of this apparent trend, we have the necessity of closer cooperation from now on in preparing the stage for this eventuality.

Still another reason for fuller State-Federal coordination, or for that matter more complete harmony between any airmen or aviation organization, is because, although we all agree on most objectives, nevertheless, we continue to differ as to the route or procedure for reaching those objectives. I feel that insofar as private and miscellaneous aviation activities are concerned, we all want more than anything else more planes, more pilots, more airports, and more business. Whether we rank high or low in the industry, our practical goal is just that. We should work as one in attempting to reach these objectives and should not retard any progress by differences as to the particular course to be followed.

But after all, what is the *most* important reason why we should cooperate at this time or any future time? It is because the airplane itself and its future use will be of such importance in the progress of this world of ours that each of us can play but a small role. Because of this knowledge, difference of opinion, jealousy and pettiness should be eliminated. Patience and honest effort is all that will be required to fit oneself in this great industry of the future, because there will be a place for all of us.

Many of us are so close to our work that we are inclined to overlook the future importance of the airplane and its use. The military plane by its very threat of destruction, will prove to be a preventer of war, instead of a creator of war, and will be more responsible for the future mapping of the world than was manpower in the past. The commercial and civil airplane will provide more frequent and rapid contacts between states and countries and with but one result—increased commerce and better understanding between sections and nations. The possibilities of the use of this new vehicle of the air in advancing and shaping the course of civilization is now being realized throughout the world. With this great vision constantly before us we should be more inclined to contribute as one.

I would like to take this opportunity to congratulate the Association and its President, Mr. Sheriff, for their accomplishments of the past year and extend our appreciation for the splendid attitude which has been demonstrated towards our organization. And these accomplishments include many contributed by Mr. Morris, Connecticut's own Commissioner of Aeronautics. Your untiring efforts in your crusade for uniformity of state law and

regulations is indeed admirable; and your organization, and you as individuals, will become even more important in the promotion and the regulation of aviation with the coming years. My only regret is that we all have been so rushed in order to keep abreast with this fast moving industry that we haven't been able to meet more frequently during the yast year.

I assume the discussions will include cooperation in the further improvement of the worthwhile W. P. A. airport program, our regulations and their application, and promotional activities for advancing our common cause. I do hope, however, that you will concentrate your efforts on the airplane itself in making it an even safer, easier to handle, more convenient and less expensive machine. Our desired objectives of more planes, more pilots and more business will be attained far sooner if this can be done.

I have but one general suggestion to make at this time as to future cooperation—we must meet oftener.